

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



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basic Imagery Interpretation report

Moscow Central Airfield (S)

STRATEGIC WEAPONS INDUSTRIAL FACILITIES

USSR

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INSTALLATION OR ACTIVITY NAME				COUNTRY	
Moscow Central Airfield				UR	
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NO.	COMIREX NO.	NIETB NO.
NA	55-47-17N 037-31-52E				
MAP REFERENCE					
DMAAC. USATC, Series 200, Sheet 0167-5, scale 1:200,000					
LATEST IMAGERY USED			NEGATION DATE (If required)		
			NA		

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ABSTRACT

1. (S) This is the first NPIC basic report on Moscow Central Airfield, USSR, and satisfies the basic reporting requirement. The information and imagery cutoff date for this report is []

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2. (S) This report includes a description, a background, and a functional analysis of this flyaway airfield. It also includes a location map, annotated photographs, and tables of chronological and mensural data on the structures at the airfield.

INTRODUCTION

3. (S) Moscow Central Airfield (Figures 1 and 2) is a civil airfield in northwest Moscow. It is mainly used as a flyaway field for several adjacent facilities and as a staging base for parades. Major streets that border the airfield include Leningradskiy Prospekt on the northeast and Khoroshevskoye Shosse on the southwest. The elevation of the airfield is approximately 155 meters (510 feet) above sea level.

4. (S/D) Three functionally related installations (Figure 1) that are separately targeted and use Moscow Central Airfield as a flyaway field are Moskva Airframe Plant 30 [] Moskva Aircraft Experimental Plant 240 [] and Moskva Aircraft Experimental Plant 51 [] Moskva Army Barracks Central Airfield Southeast AL-1 [] an army installation that may be related to Moscow Central Airfield, is immediately south.

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BASIC DESCRIPTION

Runways

5. (S/D) The main runway (Figure 2) is oriented west-northwest/east-southeast [] and is 1,358 meters long by 100 meters wide. The surface is primarily concrete block, with an asphalt strip down the middle. The secondary runway, which intersects the main runway, is oriented north/south [] degrees true) and is 1,245 meters long by 100 meters wide. The surface of the secondary runway is entirely asphalt, on which there are no painted visual landing aids. The lack of landing aids and the presence of wheeled-vehicle driver-training rings, troop formation/drill areas, and, in the past, soccer field outlines, indicate that this runway is used very little, if at all, for aircraft landings.

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Taxiway and Parking Facilities

6. (S/D) A loop taxiway/roadway encircles the field and connects with the ends of both runways. Openings in a wall that surrounds the facility provide direct access to the loop taxiway/roadway for the adjacent related facilities. A single parking apron and a compass rose are off the loop taxiway/roadway in front of Moskva Airframe Plant 30. An L-shaped hardstand area, possibly for VIP arrivals, is on the north side of the main runway.

Navigational/Landing/Electronic Aids

7. (S/D) Electronic landing aids at this airfield are in a probable ground-to-air communication site (Figure 3) and a ground control approach (GCA) site (Figure 2). The probable communications site contains a probable control tower, two van trailers, and a probable cargo trailer. The GCA site contains a trailer-mounted TWO-SPOT radar for GCA and a mast-mounted SMALL CROSS antenna for direction finding. There are at least six unidentified antennas mounted on the control tower building, and there are at least four other unidentified antennas on one of the van trailers.

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Functional Areas

8. (S/D) The majority of the buildings and support areas at this installation are on the southwest side of the airfield. The functional areas (Figure 4) include four support areas (A through D), a permanent tent camp, a POL storage area, and three vehicle parking areas (A through C), with a total floorspace of 18,448 square meters.

9. (S/D) Support area A (Figure 5) is divided into two similar facilities containing the same type of support buildings. Each of these facilities contains a messhall with five quonset-type quarters attached and four support buildings. In addition, a dispensary, two probable administration buildings, a probable administration/headquarters building, and a support/storage building are also located in support area A.

10. (S/D) Support area B (Figure 6) contains a vehicle storage building, eight storage buildings, a guard shack, and 12 sheds.

11. (S/D) Support area C (Figure 7) contains a partially underground (PUG) storage building, six storage buildings, and a probable quarters.

12. (S/D) Support area D (Figure 8) contains a large headquarters/support building, three probable officers' quarters under construction, and two large reinforced drive-in revetments. The purpose of the revetments is not known; however, one was partially filled by soil that had been taken from the probable officers' quarters construction site.

13. (S/D) The large, permanent tent camp (Figure 4) contains prepared sites for at least 300 40-man general-purpose tents. Tents are usually present when troops arrive for parades and training exercises. Each block of 20 tents has its own sign board, probably for unit identification.

14. (S/D) The POL storage area (Figure 7) contains a PUG POL storage tank, 12 medium/small horizontal storage tanks, six small horizontal tanks, four probable propane/gas storage tanks, a pump-house, and two support buildings. It is separately secured from an adjacent recreation area.

15. (S/D) The other support buildings at the airfield include two storage buildings in the recreation area (Figure 7) and a new type of quonset hut in the northeast corner of the airfield (Figure 2). There also is an empty, separately secured open storage area adjacent to Moskva Army Barracks Central Airfield Southeast AL-1. A probable parking garage co-op is also adjacent to the army barracks and probably provides parking for both the airfield and the barracks.

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16. (S/D) In 1943, the runways at Moscow Central Airfield were much the same as they are today. The concentration of buildings surrounding the airfield has limited any expansion. An old airfield terminal building has been isolated by the construction of three new sports stadiums and now appears to serve as a bus terminal. Moscow Central Airfield was once used for international flights, but these flights are now routed to more modern facilities at Moscow/Sheremetyevo () and Moscow/Domodedovo () Airfields.

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25X1**Displays**

17. (S/D) Imagery of Moscow Central Airfield acquired on () revealed both parade preparations and a static display of tactical weapon systems. The display (Figure 9) was enclosed by a canvas barricade and consisted of two separate areas: one for aircraft and one for ground forces equipment. Each of these areas was functionally subdivided.

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18. (S/D) The aircraft display area contained both aircraft and their associated weapons. The aircraft present included a probable FLOGGER B, a FITTER C, a RAM J, a HIND D, a FORGER A, a COOT ACP M (airborne command post modified), a probable HIP D, and a HOOK ACP. Some of the ordnance on display in front of the aircraft included AS-7, AS-8, AA-7, and AA-8 air-to-ground rockets, rocket pods, probable drop tanks, and bombs.

19. (S/D) The ground forces part of the display contained a tank area, a tactical surface-to-air missiles and artillery area, an engineering area, and an armored personnel carrier (APC) area. A BROVARY ponton carrier (opened), a BROVARY ponton carrier (closed), and a 203mm self-propelled gun/howitzer with a tube length of () were newly identified items in this equipment display.

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Parade Equipment

20. (S/D) In addition to the ground forces equipment observed in the display, large amounts of equipment have been seen on a regular basis at the field before the 7 November parades. Historically, supplies for the tent base camp have arrived in late August. By mid-October, most of the tents have been erected (Figure 4). Once the tent base has been established, delivery of combat and support equipment begins. This usually occurs sometime between mid-September and parade day. The following is a compilation of significant equipment identified at Moscow Central Airfield before the parades.

SCUD transporter-erector-launcher (TEL)	BMP APC
MAZ-543 prime mover	BMD tank
SCUD resupply semitrailer	BRDM APC
SA-1 transporter	BTR-60 APC
SA-2 transporter	122mm self-propelled gun M-1974
SA-3 transporter	100mm antitank gun
SA-6 transporter	122mm howitzer D-30
SA-8 TEL	BM-21 rocket launcher
FROG-7 TEL	

This compilation represents the major pieces of equipment observed at Moscow Central Airfield during the last five years. It is not an all-inclusive list of equipment seen in the 7 November parades.

REFERENCES**IMAGERY**

(TSR) All available KEYHOLE imagery acquired through () was used in the preparation of this report. World War II German imagery was also reviewed.

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MAPS OR CHARTS

DMAAC. US Air Target Chart, Series 200, Sheet 0167-5, scale 1:200,000 (UNCLASSIFIED)

RELATED DOCUMENTS

USAHC. IBN 26-75, *Moscow Central Airfield, Tactical Static Display*, Oct 75 (SECRET) ()

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DIA. IIR 6-901-0914-78, *Observations on Moscow Central Airfield (S)* 17 Oct 78 (SECRET) ()

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REQUIREMENT

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(S) Comments and queries regarding this report are welcome. They may be directed to () Warsaw Pact Forces Division, Imagery Exploitation Group, NPIC, ()

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